Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Cancel claims 1-35 without prejudice to the subject matters thereof.

51.   (Currently amended) A method as recited in claim 1, further comprising the steps of: A method for allocating electric vehicles, wherein each vehicle has a charge level, comprising the steps of:

sensing the charge levels of the vehicles;

transmitting the charge levels to a central station;

tracking the charge levels and the vehicle location information at the central station;

processing the vehicle location information for a vehicle due to arrive at a port to provide an estimated arrival time of the vehicle at the port;

defining a vehicle search group for each port including vehicles at the port and vehicles having estimated arrival times at the port within a predetermined time interval; and

having a user enter an expected distance of an intended trip;

selecting the a group of vehicles within the vehicle search group in response to vehicle charge levels and based on vehicle location information, each vehicle having a charge level adequate for the expected distance of the intended trip; and

allocating a vehicle having a highest level of charge in the selected group.

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52. (Previously presented) A method as recited in claim 51, the step of defining a vehicle search group further comprising the step of including vehicles in the vehicle search group of a port in response to the vehicle being located at a charging facility at the port and having a charging time period due to expire within a predefined time period.

53. (Currently amended) ~~A method as recited in claim 1, further comprising the steps of~~ A method for allocating electric ~~vehicles, comprising the steps of:~~

having a user enter an expected distance of an intended trip;

selecting a group of vehicles based on vehicle location information, each vehicle having a charge level adequate for the expected distance of the intended trip;

allocating a vehicle having a highest level of charge in the selected group; and

determining a charging order for vehicles at a port in response to the charge levels of the vehicles with vehicles with low charge level being charged before the vehicles with high charge levels.

54. (Currently amended) ~~A method as recited in claim 2, further comprising:~~ A method for allocating one or more vehicles from a fleet of electrically powered vehicles to one or more users, wherein each vehicle has a state of charge (SOC) at any given time, the method comprising:

sensing the SOC for each vehicle;

transmitting the SOC to a central station;

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tracking the SOC and ~~the~~ vehicle location information at the central station;

processing the vehicle location information for a vehicle due to arrive at a port to provide an estimated arrival time of the vehicle at the port;

defining a vehicle search group for each port including vehicles at the port and vehicles having estimated arrival times at the port within a predetermined time interval; ~~and~~

receiving a travel request from a user;

selecting ~~the~~ a group of vehicles within the vehicle search group in response to vehicle charge levels and based on vehicle location information, each vehicle having a SOC sufficient to meet the travel request; and~~.~~

allocating a vehicle having a highest SOC in the group for the user.

55. (Previously presented) A method as recited in claim 54, wherein defining a vehicle search group further comprises including vehicles in the vehicle search group of a port in response to the vehicle being located at a charging facility at the port and having a charging time period due to expire within a predefined time period.

56. (Currently amended) ~~A method as recited in claim 2, further comprising~~ A method for allocating one or more vehicles from a fleet of electrically powered vehicles to one or more users, wherein each vehicle has a state of charge (SOC) at any given time, the method comprising:

receiving a travel request from a user;

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selecting a group of one or more vehicles from the fleet based on vehicle location information, each selected vehicle having a SOC sufficient to meet the travel request;

allocating a vehicle having a highest SOC in the group for the user; and

determining a charging order for vehicles at a port in response to the charge levels of the vehicles with vehicles with low charge level being charged before the vehicles with high charge levels.

57. (Currently amended) A method as recited in claim 19, further comprising: A method for allocating one or more vehicles from a fleet of electric powered vehicles to one or more users, each vehicle having a state of charge (SOC) at any given time and a charging rate dependent upon the SOC, wherein a plot of the SOC of the vehicle being charged versus time defines a generally linear region below a SOC level and a nonlinear region above the SOC level, the method comprising:

sensing the SOC for each vehicle;

transmitting the SOC to a central station;

tracking the SOC and the vehicle location information at the central station;

processing the vehicle location information for a vehicle due to arrive at a port to provide an estimated arrival time of the vehicle at the port;

defining a vehicle search group for each port including vehicles at the port and vehicles having estimated arrival times at the port within a predetermined time interval; and

receiving a travel request from a user;

selecting a the group of vehicles within the vehicle search group in response to vehicle charge levels and based on vehicle

location information, each selected vehicle having a SOC
sufficient to meet the travel request from the user;

    allocating a vehicle within the group, having a SOC above
the SOC level; and

    in response to no vehicles within the group having a SOC
above the SOC level, allocating a vehicle within the group
having a highest SOC for the user.

58. (Previously presented) A method as recited in claim 57,
wherein defining a vehicle search group further comprises
including vehicles in the vehicle search group of a port in
response to the vehicle being located at a charging facility at
the port and having a charging time period due to expire within
a predefined time period.

59. (Currently amended) ~~A method as recited in claim 19,
further comprising~~ A method for allocating one or more vehicles
from a fleet of electric powered vehicles to one or more users,
each vehicle having a state of charge (SOC) at any given time
and a charging rate dependent upon the SOC, wherein a plot of
the SOC of the vehicle being charged versus time defines a
generally linear region below a SOC level and a nonlinear region
above the SOC level, the method comprising:

    receiving a travel request from a user;

    selecting a group of one or more vehicles from the fleet
based on vehicle location information, each selected vehicle
having a SOC sufficient to meet the travel request from the
user;

    allocating a vehicle within the group, having a SOC above
the SOC level;

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in response to no vehicles within the group having a SOC above the SOC level, allocating a vehicle within the group having a highest SOC for the user; and

determining a charging order for vehicles at a port in response to ~~the~~ charge levels of the vehicles with vehicles with low charge level being charged before the vehicles with high charge levels.

60. (Currently amended) ~~A system as recited in claim 20, further comprising:~~ A vehicle allocation system for allocating one or more vehicles from a fleet of electrically powered vehicles to one or more users, wherein each vehicle has a state of charge (SOC) at any given time, the vehicle allocation system comprising:

one or more ports at geographically remote locations relative to each other, each port having a user interface terminal for receiving a travel request from a user;

a computer system in communication with at least one user interface terminal and programmed, in response to a travel request received from a user, for selecting a group of one or more vehicles from the fleet based on vehicle location information, where each selected vehicle has a SOC sufficient to meet the travel request from the user, and for allocating a vehicle having a highest SOC in the group for the user;

a sensor associated with and installed on each vehicle for sensing the state of charge of the associated vehicle; and

a wireless communication unit associated with and installed on each vehicle and operatively coupled to the sensor on the associated vehicle for transmitting state of charge information corresponding to a state of charge sensed by the sensor.

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61. (Previously presented) A system as recited in claim 60, wherein:

said computer system includes a tracking system that provides said vehicle location information and the SOC information corresponding to the location of each vehicle;

said computer system is programmed for processing the SOC information;

said computer system is further programmed for processing the vehicle location information to provide an estimated arrival time of a vehicle at a port in response to the vehicle due to arrive at the port;

said computer system is further programmed for including the vehicle in the vehicles at a port and the vehicles having estimated arrival time at the port with in predetermined time interval in vehicle search group; and

said computer system is further programmed for including selecting the group of vehicles for a port within the vehicle search group of the port.

62. (Previously presented) A system as recited in claim 60, wherein said computer system is further programmed for including vehicles in the vehicle search group of a port in response to the vehicle being located at a charging facility at the port and having a charging time period due to expire within a predefined time period.

63. (Currently amended) ~~A system as recited in claim 20, wherein said computer system is further programmed~~ A vehicle allocation system for allocating one or more vehicles from a fleet of electrically powered vehicles to one or more users,

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wherein each vehicle has a state of charge (SOC) at any given time, the vehicle allocation system comprising:

one or more ports at geographically remote locations relative to each other, each port having a user interface terminal for receiving a travel request from a user;

a computer system in communication with at least one user interface terminal and programmed, in response to a travel request received from a user, for selecting a group of one or more vehicles from the fleet based on vehicle location information, where each selected vehicle has a SOC sufficient to meet the travel request from the user, for allocating a vehicle having a highest SOC in the group for the user, and for determining a charging order for vehicles at a port in response to ~~the~~ charge levels of the vehicles with vehicles with low charge level being charged before the vehicles with high charge levels.

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